

Green Light

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May, 1972



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D. J. Davidson, Editor

Member

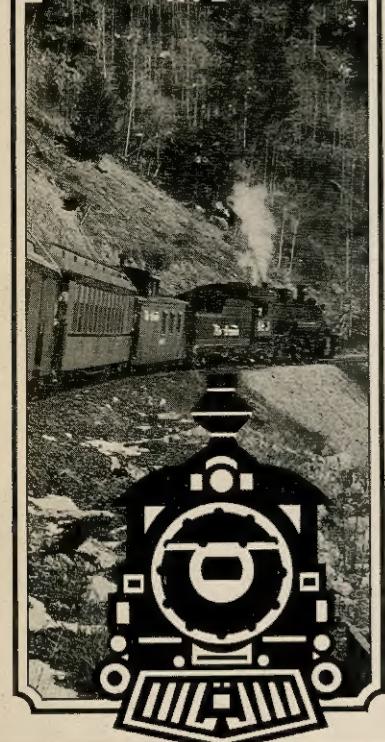
Association of Railroad Editors, International Association of Business Communicators and Colorado Industrial Press Association

Published Monthly by the
Denver & Rio Grande
Western Railroad

FRONTIER AIRLINES

all aboard

1972



Frontier Air-Rail Tour is Available

Air-Rail tours are being offered by Frontier Air Lines for vacationers in the Durango area.

A brochure with Rio Grande's Silverton Train on the cover has been published by Frontier Air Lines, who fly to Durango, with a special tour package which includes transportation to and from the airport at Durango, reservations on the Silverton Train, lodging and other sightseeing in the Durango area.

Those interested in flying rather than driving to Durango should contact Frontier Air Lines, Brown Palace Hotel, 17th and Tremont, Denver, Colo. 80202; or, see the travel agent of your choice.

Two

1st Quarter Earnings Show a Net Increase

Rio Grande Industries continues to show an increase in earnings for the first quarter in 1972 compared to the same period in 1971.

Detailed figures released at the quarter ending March 31 are:

Operating Revenues for Transportation amounted to \$29,811,000 for 1972 compared to \$27,675,000 for the first quarter in 1971. Other Revenues amounted to \$3,296,000, an increase of \$327,000 over the same period last year. Net income after Federal Income Tax amounted to \$3,421,000 reflecting an increase of \$697,000 over the first quarter in 1971.

The figures have been restated reflecting the acquisition of Arrow Development Co. on a pooling of interests basis in April 1971. The Rio Grande Railroad, also a wholly-owned subsidiary, had record revenues for the quarter.

Notice

The June and July issues of the Green Light will be combined and should be distributed on or about July 16.

RGI Directors and Officers Elected

At the annual meeting of stockholders of Rio Grande Industries held on April 25th, 85 per cent of the eligible votes were cast in favor of the election of Gus P. Blackmun, W. K. Coors, Montgomery Dorsey and W. C. Kurtz as directors for three-year terms. All were incumbents.

Following the Annual Meeting, the Board of Directors elected John Evans, Jr., G. B. Aydelott, W. K. Coors, Montgomery Dorsey, Charles Leavell and Roy W. Simmons to the Executive Committee, and elected as officers of the corporation, G. B. Aydelott, president; J. L. Rumsey, vice president, Finance; M. E. Ehrlich, secretary and treasurer; and Richard W. Hambrick, controller.

On the Cover

The Silverton train has arrived in this picturesqure setting upon its arrival at Silverton. Passengers will alight for lunch and a tour of the shops before the return trip to Durango.



Passenger Traffic Mgr. Long Retires



Frank Long, passenger traffic manager, who will retire June 1, had a varied career with the Rio Grande.

Frank entered service in November, 1922 at the age of 15 as a messenger in the Freight Claim Dept., Denver, at a time when higher education wasn't a prerequisite in employment. The expertise and knowledge which was associated with him came from night school and perseverance in spending long hours of burning the midnight oil.

He successively moved from messenger to clerk, secretary and stenographer in the Treasury, Operating, Freight and Purchasing Departments, transferring to secretary in the Passenger Traffic Dept. in May 1933. He remained in the Passenger Dept. except for a three-month period in 1945 when he was secretary in the Office of Trustees.

In 1956, Long was appointed general passenger agent at Denver and, on Jan. 1, 1967, he was appointed passenger traffic manager, a position he held at the time of his retirement.

Frank's day-by-day activities were marked by the courteous and gracious treatment afforded to the Company's patrons and to his associates. He was likewise a perfectionist, always alert to performing his duties with complete accuracy. His virtually 50 years of service on the Rio Grande was performed with great distinction.

He takes with him the best wishes of all who had the great fortune to know him and with hopes for a long and happy retirement.

Rio Grande

An 1882 Adventure Aboard the Silverton Train



THE SILVERTON TRAIN skirts the Animas River on its Journey to Yesterday. The trainload of vacationers is on the way to Silverton. Mt. Kemball can be seen in the center of the photo.

A Blast of the Whistle — A Hiss of Steam — Suddenly, aboard the last of the legendary steam trains, you're in another century, ready to relive the frontier days of railroading in the Rockies.

With the chuff-chuff of the locomotive and clikety-clack of the wheels you're quickly out of the station and on the way to a wilderness only rails can reach. From the window of the gently rocking coach or the open air gondola car, a wonderland of towering peaks and pines, steep canyons and gorges, plunging waterfalls and rushing streams pass before the eye. A thrill is felt as the train rolls on through the two-million-acre San Juan National Forest. Looking deep among the trees, deer and elk may be seen. More than 70 species of animals, from pert chipmunks to bear and mountain lion, are habitants of the woodland.

Naturalists count 140 species of wild grass, 300 different flowering plants, including the glacier blue columbine, Colorado's state flower.

As the train winds its way, remnants of old mining camps that saw their share of fortunes and failures dot the mountainside, and the rocks in the valley are 90 million to 230 million years old.

The train is traveling where tracks were first laid in 1882 in an incredible nine months and five days, when crews labored even in howling blizzards of a high-country winter to bring the train through. It is estimated that over \$300 million in precious metals rode this route.

Today's adventurer can experience the pioneer Rocky Mountain railroading as it really was and live again the exciting days before the turn of the century when the narrow gauge route up the Animas River represented the very ultimate in modern transportation.

In colorful Silverton, there is time for a leisurely lunch, shopping, and a stroll around town before the return trip to Durango. Down by the station in Durango, Rio Grande-

land, with its General Palmer House, a motor hotel that combines modern conveniences, such as air conditioning and TV, with the charm of mid-Victorian decor, and The Grande Palace, a beautiful new restaurant themed to The Gilded Age with the relaxing Prospector Lounge for sparkling refreshment, complete the memories for a wonderful trip.

Durango is on U. S. 160, the scenic shortcut between Southern California and the Midwest. It is in the center of a remarkable vacationland, the fabulous Four-Corners area, Mesa Verde and the Cliff Dwellings, as well as other scenic attractions.

Demand to ride the Silverton Train is so great that reservations must be made well in advance to assure a place on the train. In 1971, 102,952 passengers rode The Silverton, and indications are that 1972 will be another banner year, attesting to the popularity of the train as a tourist attraction.

Reservations may be made by writing, Agent, Denver and Rio Grande Western Railroad, Durango, Colo. 81301; or, Passenger Department, Denver and Rio Grande Western Railroad, P. O. Box 5482, Denver, Colo. 80217.

Rio Grande Boys Offered An AF Academy Vacation

An opportunity for sons of Rio Grande personnel to spend a week's vacation at the Air Force Academy without charge is being offered by St. Luke's Episcopal Church in their youth program in the Denver area.

The Air Force and St. Luke's have arranged to accommodate 30 boys each week during the month of July and the first week of August, beginning July 5th.

The boys will be under the guidance and counseling of qualified Cadet personnel. They will live at the Academy, eat in the Cadet Dining Hall, participate in recreation and sports programs, witness aerial demonstrations and other events. Transportation will be furnished by the Air Force and other expenses will be borne by St. Luke's Episcopal Church.

In order to participate, boys must complete an application, to be signed by their parents, pass a free medical examination at the church, or provide a certificate signed by their family physician. Physicals will be given at the church during the month of May.

To obtain more information and an application, call Bill Gentry, St. Luke's Episcopal Church, 355-2331. Bill is a retired freight claim agent for the Rio Grande.

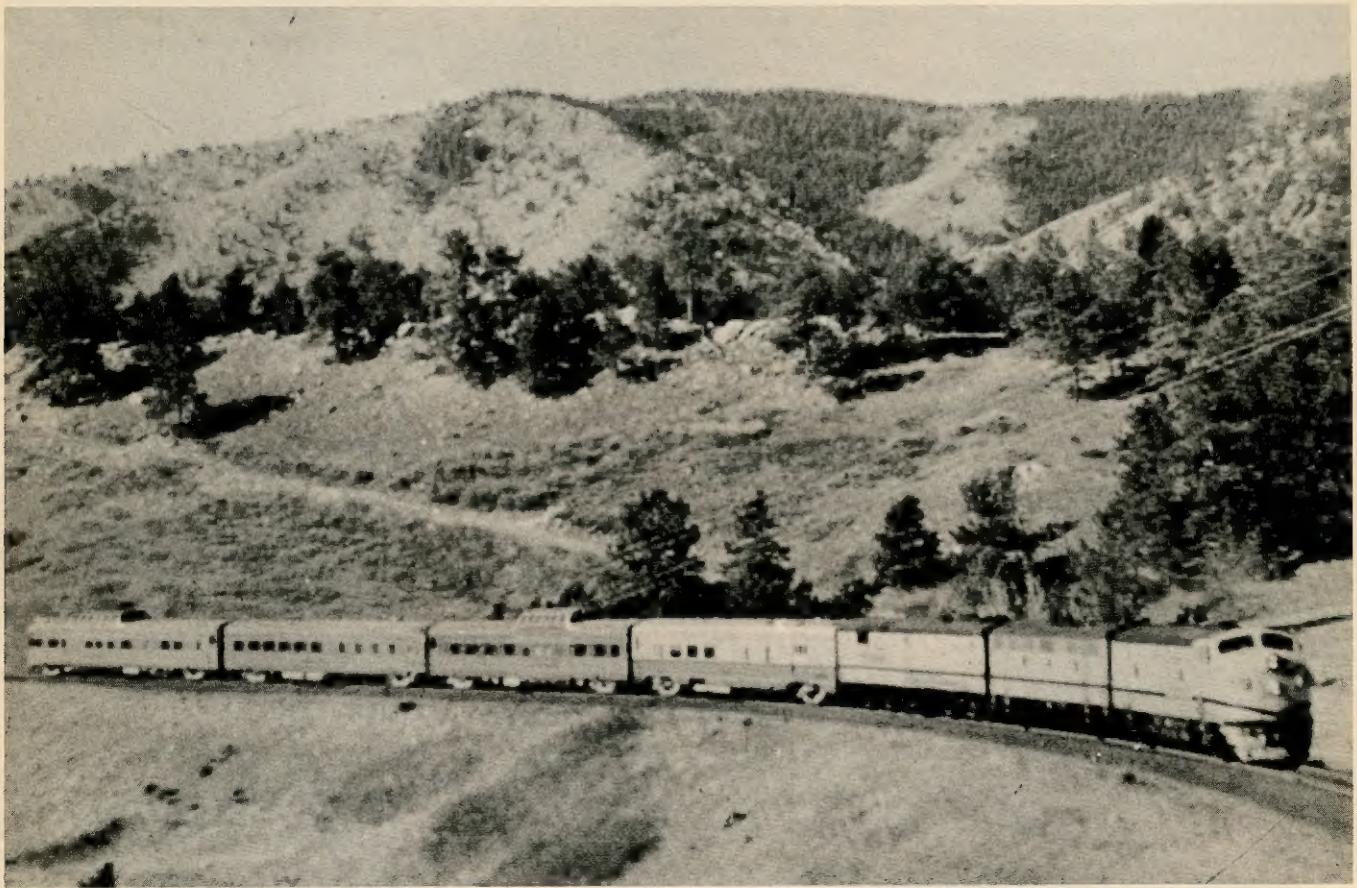
Travel Bags Are Offered—Order Now!

The Silverton Travel Bag, featuring Rio Grande's popular narrow gauge train and locomotive 473, is being offered for sale by the System Veterans' Clubs. This utility travel bag is white vinyl, trimmed in black, 14½ in. long, 9½ in. high, 6¼ in. wide, zipper top opening, regular handles, side pocket, artwork and lettering in gold and black, \$2.50 each plus 50 cents postage.

Send check or money order to:

Rio Grande Veterans' Club
Denver & Rio Grande Western Railroad
P. O. Box 5482, Denver, Colo. 80217

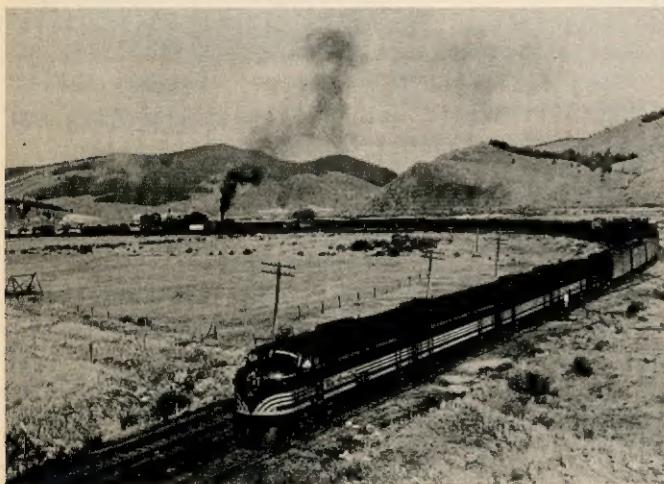
The Last of the Covered Wagons



LAST OF THE COVERED WAGONS on the Rio Grande Zephyr, A-Unit 5771 and two B-Units 5762 and 5763, approach Plainview on the East Slope of the Rockies on its early morning departure from Denver to Salt Lake City.

Such a statement as the above reminds one of the historic Conestoga wagons rolling across the prairie pulled by oxen in opening up the West. Such is not the case here. These covered wagons are the F-Units, diesel locomotives, on the Rio Grande.

The diesel locomotive, with the entire body sheathed in metal, was nicknamed "Covered Wagon" by the trainmen due to the resemblance to the old prairie schooner.



ONE OF THE FIRST diesel units on the Rio Grande is on the point of a freight train in this 1942 photo. Smoke from a steam locomotive, which is being used as a helper, may be seen. Scene is near Tabernash. (Hilker photo)

The first F-Units were received on the Rio Grande in 1942 when 12 units were received from the Electro-Motive Division of General Motors. The Rio Grande at the time was moving great quantities of material for the government during the war and motive power was very much in demand. With the coming of the diesel locomotive on the Grande, it spelled the doom for the steam locomotive, some of which were the most powerful in the nation. During the next 13 years, 138 F-Units were acquired from Electro-Motive and six Alco PA Units were received from American Locomotive Co. in 1947, making a total of 144 units in service.

The first F units were rated at 1350 horsepower, while those purchased in 1955, the F-9's, were rated at 1750 horsepower. They were usually purchased in pairings of four units, two A units and two B units. The A units were equipped with a cab in front.

As the steam locomotives were being phased out, two of the large tenders were converted to steam generators, making them available for use in passenger service with the freight F units. When the Alco PA Units were retired, two of the B units were also converted to steam generators. The steam generator car has been very versatile as they have also been used as standby equipment for several cities on the Rio Grande when their power supply was being overhauled.

People would stop and watch the sleek units on the freight and passenger trains as they rolled through the countryside. During the years they were used on the Rio Grande, they appeared in four different color schemes.



SPLITTIN' THE WIND, the 552 heads a freight near Provo, Utah, in this 1947 photo.



WITH FOUR STRIPES painted on the locomotive, this 1949 view was taken near Troublesome, Colo. Many F-Units were used in freight service before the GP's took over their runs.

The first units were all black with four yellow stripes on the side that came to a "V" on the nose of the A-Unit. Later a wider yellow stripe was added along the bottom of the body. In 1947 a change was made when the entire nose section of the A-Unit was painted yellow, retaining the stripes on the side, which also came to a "V" on the nose. This was a safety factor and made the locomotives more visible from a distance.

In 1949 the covered wagons took on another appearance, about the time the streamlined cars for the Prospector, an overnight passenger train between Denver and Salt Lake, were being delivered. The locomotives were painted all yellow with four black stripes about 1/3 of the way up on the body and came to a "V" on the A-Unit. A final change was made in 1960 when the color scheme was changed to more of an orange with a solid six-inch black stripe about 1/3 of the way up on the body. This also came to a "V" at the front. Silver was painted below the black stripe on the sides.

Development of the diesel locomotive was rapid with more powerful units taking to the rails. The Rio Grande, being a competitive carrier, put in service GP-7's, SD-7's, GP-9's, SD-9's, GP-30's, GP-40's and SD-45's to move tonnages across the railroad. The GP-40 has become the work horse of Rio Grande's locomotive fleet.

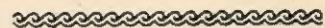
Green Light



THE 5754 WITH A SINGLE BLACK STRIPE growls around a curve west of Glenwood Springs in 1960. This was the final change made in painting the diesel locomotive F-Units.

Older F-Units were traded in on the newer, more powerful locomotives, and the covered wagons were seen less frequently in freight service. With the demise of the passenger trains, today there are but three covered wagons in service, the 5771, an F-9 A-Unit, 5762 and 5763, F-9 B-Units. These units may be seen at the head end of Rio Grande's Zephyr that runs between Denver and Salt Lake City on a tri-weekly basis, but never on Wednesday. This is the last of the covered wagons on the Grande.

The covered wagon of many years ago played an important part in the days of the prairie schooner, so, too, the covered wagons played an important part in moving freight at a faster pace in this automated age. The Rio Grande with its fleet of GP's moves freight at a rapid pace between terminals, giving customers preferred service in shipping by rail.

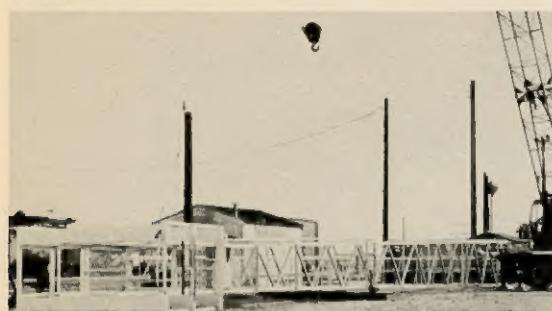


May 14-20 Is National Transportation Week

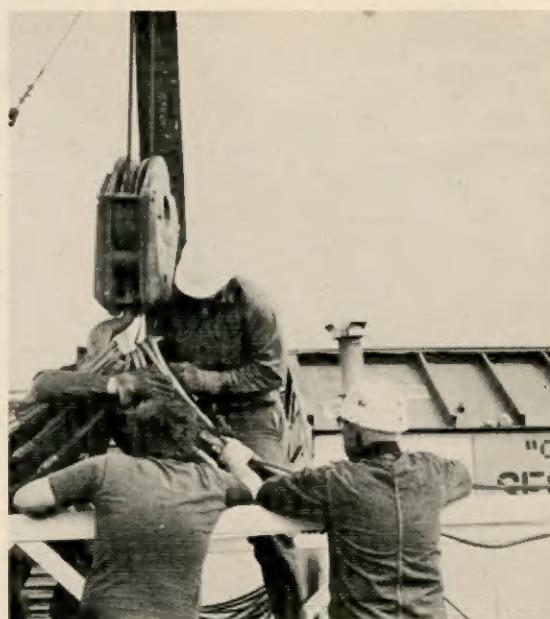
A Tower Was Moved—Let There Be Light

After dismantling the Ice House at North Yard, the flood light tower had to be relocated for better usage. The tower was moved, and a concrete base was prepared

at the new site. Huge cranes moved into the area when all was ready to hoist the tower in an upright position. A sequence of photos tells the story.



THE TOWER rests on the ground at the new site, ready for hoisting.



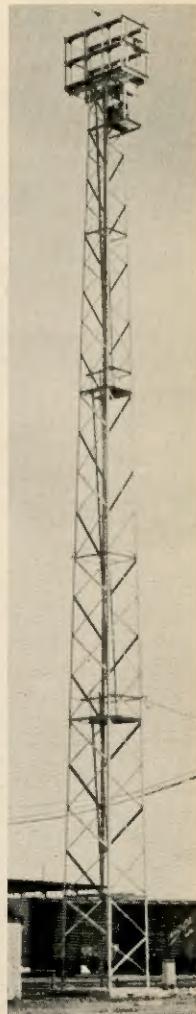
WORKERS FASTEN THE STEEL CABLES to the hook on the crane.



UP, UP SHE GOES! The larger crane gets an assist from a smaller one to stabilize the tower.



NEATLY PLACED, workers bolt the legs in place on its new "pad."



ALL SET UP and ready for the installation of flood-lights.

Employees Are Receiving Statements of Service

Certificates of Service Months and Compensation Form BA-6, are being mailed to Rio Grande employes. These annual statements are important as they provide employes with a record of their railroad service and compensation for 1971 as well as cumulative railroad credits after 1936. The statements are also used by employes when they apply for certain benefits with the Railroad Retirement Board.

Each employe should check to see whether their own record of service and creditable compensation agrees with the Board's figures.

The important figures that should be checked are indicated on the illustration of the form. If the employe decides the information is not correct, the Board should be notified as soon as possible. In checking the spelling of the name, the form contains only the first 10 letters of the last name.

Letters to the Board should be addressed to the Director of Data Processing and Accounts, Railroad Retire-

What Employes Should Check on Form BA-6

① Name
J. J. DOE
SAMPLE

② Social Security Number
999-99-9999
420 0120 9999

③ Service and Compensation Credited Under Railroad Retirement Act in 1971
999-99-9999 20
420 0123456789

④ Total Service and Compensation Under Railroad Retirement Act, 1937-1971
999-99-9999 12
420 160,950.00

ment Board, 844 Rush St., Chicago, Ill., 60611. The employe should include his social security number in the letter, otherwise no corrective action will be taken.

Rail CHATTER on the Grande

Salida Comments

By Maribee*

Leonard Perschbacher, retired conductor, and wife returned to Salida after a winter in Mesa, Arizona. Leonard likes to drop a card to the boys at the Salida depot before spring has arrived to remind them that where he is the weather is nice and warm but awful dry. The fruit has been small but good when trees ripened. Roses and flowers are all in full bloom and most yards are real pretty. All the Salida boys can say in return is, "I'll be skiing you" and remind him that the Monarch ski area had the best year of their operation to date.

If you have seen your scribe ambling around Salida with head up in the air and looking lost, it's because she is looking for Bull Durham, all due to Thomas L. Ford, brakeman. The Bull Durham sign interest stems from the fact that Tom's father, John J. Ford, worked for the advertising firms of Thomas Cusack Co., and the Curran Co. from 1902 to 1913. For several years, about 1905 to 1909, he traveled out of Denver from Mexico to Montana painting Bull Durham tobacco signs on walls, roofs of buildings, barns and fences. Last summer Tom located one of the signs on the wall of a building between 17th and 18th Streets on Lawrence St. in Denver just two weeks before the building was demolished. He was able to obtain pictures of it.

John Ford, who had attended the New York Art Institute, had his own sign business in Denver after 1913. It was known as National Sign Co. Tom has a small gold-leaf lettered sign on glass which bears his dad's name and also a ceramic pitcher on which his dad had painted beautiful grapes.

A parody could be written on the song, "Wedding Bells are Breaking up that Old Gang of Mine," by substituting the word apartment for gang. But, things happened to occupants of the downstairs Gray apartment in Salida. One occupant should have recovered from honeymoonitis by the time you read this, while the other should be getting a little acquainted with retirement.

The wedding bells should end a caller's finding John Curtis on his way to Niagara Falls about calling time. He didn't go to Niagara, he went to California and returned via the latest in air transportation—a 747. John changed the name of Myrtle E. Buffalow on April 29. This has enlarged the railroad associations with John a Pueblo conductor, Guida Fonda, daughter of Myrtle, a clerk for the Rio Grande at Pueblo, and a son, Robert, a road foreman of equipment at Helper.

The wedding should have brought to an end of John pouring syrup on his breakfast sausage instead of the waffles. Myrtle married a good cook, so it may be a tossup to see who will reign in the new brown and gold kitchen that he fixed up for his bride.

Rod Ritchie, Minturn carman, gets up in the air quite often these days. He took pilot training at the Salida airport. Seems that his friends are not asking for any free rides.

Leonard Clark, agent, took a month's vacation to rest up during May, taking only

short trips to visit relatives. Bill Ewald, telegrapher, filled in for Leonard.

The Mel Feslers traveled during the month of April to visit his mother, sister, brother and aunt at Wichita; a son and his family at Tulsa; his wife's brother at Oklahoma City.

Bernie Lynn relieved Mel Fessler and even was an occupant of the Fessler's trailer during their absence, which made it a good arrangement for both parties.

Harvey Walker, engineer, and his wife have traveled to Pueblo a number of times in past weeks to see his son, Bob, and family. On one occasion it was to be present for Masonic honors conferred on Bob. Bob has also been elected president of SCSC Veteran's Club, a national association of collegiate veterans. Enrolled in SCSC are 900 veterans. Bob is a veteran of the Air Force and is majoring in business administration. A junior in college, he is also a senator in the student council organization.

The Harvey Walkers are also May vacationers.

*Mary B. Cassidy

Grand Junction

by Almeda Flint

Before Tom and Mary Lynch had a chance to visit their son, Lt. Col. Jerold Lynch, judge advocate, while stationed in Germany, they were advised that he has received orders to report to Washington, D.C. for duty.

It took 30 years, but the inevitable happened April 17 when Adam Shaw was called for the 177-16 as engineer, with Joe Mendicelli as his fireman. The same day Charles Shaw was called for the 289-16 as engineer with Louis Mendicelli as fireman, with B. B. Burkhalter and B. D. Burkhalter as trainmen. Adam is senior to Charles; Joe is senior to Louis; and the Burkhalters are father and son. In discussing the coincidence, they remembered that Charles had only once fired for his brother, Adam; and Louis had fired only once for his brother, Joe. Paul Casparek and A. A. Stuart were the conductors involved in this confusing situation.

To celebrate their promotion to engineer, Tom Butters invited Craig McCoy, Billy Bird and Don Gibbs to the Butters Home. Luckily the wives also were invited as they prepared a delicious lunch and for dessert, Mrs. McCoy made a cake decorated with a locomotive and the names of the four new engineers. Road Foreman and Mrs. Sacco also attended the affair with Vic presenting diplomas to the "graduates." At the last moment, Don Gibbs, who is headquartered at Helper as diesel instructor, was called out of town and was unable to attend.

The Harry Babcocks report a perfect trip when they joined relatives for a boating and fishing cruise around Lake Powell, going all the way to Rainbow Bridge. Harry is convinced this is THE way to relax and enjoy life. The Darwin Lombardis made a quick trip to Las Vegas, "but not to gamble," he said. Chief Dispatcher and Mrs. Brockett are vacationing in Florida. Jim Wagner is filling in as chief dispatcher and Al Daub is working for Wagner as night chief.

Eddie and Venice Gries have taken a short

trip in Colorado and Utah and plan to join some tours later on. Dudley and Mrs. Witt have returned from a trip that included many Texas cities. He feels fine and enjoyed several fishing trips.

To many who have inquired, Carl Consalus is again back home after his second stay in the hospital. He feels so well most of the time that it's difficult to remember he must be very quiet for a while yet. Happy to report that Ernie Cesario returned to work in JN office May 3. Welcome back, Ernie!

Several of our retired members now live in the Palisade Nursing Home, 151 E. Third St., Palisade, Colo. 81526. They are lonesome and would enjoy company or hearing from friends: Ralph Rothlin, who worked in the Car Dept. until the force reduction in 1950 when he transferred to clerk-janitor; Mrs. Rothlin recently had surgery in St. Mary's Hospital and hope she is feeling better; Jess Barlow, retired conductor, is quite ill at this time; H. E. Chambers, former CZ engineer, both Mr. and Mrs. Willard Brown, roundhouse laborer, are residents there.

There have been several losses in the past few weeks and sincere sympathy is extended to the families. F. Pierce Nash and Joe Roice, engineers, suffered fatal heart attacks April 23. In memory of Pierce, a fund has been established for the Heart Foundation, and in memory of Joe, funds have been given to the local Humane Society of which he had been president. Dispatcher Floyd Crider's father passed away after a long illness. George Garber, retired locomotive carpenter, passed away at Palisade Nursing Home. George Barnes, retired trainman, died April 12 after a year's illness. E. E. Stephen's wife succumbed to a heart attack on April 10. He is assistant signal supervisor here.

Colorado Division

By Anne Darling

Sharon Anne is the name chosen by Mr. and Mrs. Robert F. Davis of Alamosa for their new daughter, the couple's first child, who arrived April 17 at Alamosa Community Hospital. Grandparents are B&B Supervisor and Mrs. R. E. Davis of Arvada and Mr. and Mrs. E. M. Gray of Loveland.

M. T. "Curly" Ruckman, retired, and wife, Alice, report an enjoyable trip to Florida and Carlsbad in their new Oldsmobile.

Sympathy is extended to E. E. Stephens, Grand Junction, on the death of his wife, LaVonne.

J. O. Smith, retired chief dispatcher, stopped at the office for a few minutes. Always pleased to see our old friends.

Salt Lake Auxiliary

By Adell Ernstsen

The regular meeting of the Salt Lake Auxiliary was held on May 15 at the Chuck-A-Rama. A good attendance and a fine time was had by all.

There was sadness when one of our members, Mrs. Effie Blackhurst, passed away on April 25. Funeral was held on April 27.

From the White House

From the Top

By Irene Stevenson

The fellows on the sixth floor are having trouble. They walk around clutching their back and shoulder, or touching things gingerly as a result of aching muscles and blistered hands from alternating the snow shovel and spades, mower and rakes. We ought to be seeing some beautiful and productive lawns and gardens by next month.

Bill Omeron, the rail splitter, isn't a presidential candidate. He just finished building his own fence. Tom Arnold is chairman of the group of Southmor residents who are planning their own swimming pool and tennis court—is it because they want to send the children there because Valerie arrived home from school the other day telling one of her classmates had the "chicken pox?"

Ron Colborg, now a member of the U.S. Army, is stationed at Ft. Knox, but he brought no souvenirs home when he recently spent a weekend with his parents, the Charles Colborgs. Glenn and Helen Keller zipped over to Colby, Kans. to attend a niece's wedding the other weekend. They lucked out as the only weather they ran into was a heavy rain.

Dave and Nancy Lippincott spent a week camping in Canyonlands National Park, south of Moab, Utah.

Sympathy is extended to the Norm Maris family. Mrs. Maris' father, Lawrence Michels, recently died.

Traffic Dept.

By Bob Hulstrom

Congratulations to the following men on their recent appointments: J. J. Martin as national accounts executive; Clipper Mills as regional manager, San Francisco; L. J. Poelstra, district manager, Oakland; R. E. Port, regional manager, Sacramento; R. A. Hansen, district manager, Sacramento; A. L. Thiessen, district manager, Portland; C. R. Peterson, district representative, Portland; W. P. Menard, regional manager, Cincinnati; D. J. Leffingwell, district manager, Detroit; R. P. Green, district representative, Detroit; and R. J. Zeller, office manager, Detroit.

Ewart H. Nelson, district manager at Detroit, retired from active duty with the Rio Grande after more than 34 years of loyal and dedicated service. He takes with him the sincere appreciation of Management for a job well done, and the esteem and good wishes of all his friends and associates.

Best wishes also to Frank Long who retired as passenger traffic manager after nigh on 50 years service with the Rio Grande. Frank was well liked by all his associates and will be missed.

Management Information

By Bessie Strange

Bill Lovett enjoyed a vacation at Arapahoe Ski Basin. Don't know if he was starting early for next year or just late getting started this year.

Carolyn Brann enjoyed a week of her vacation with her children, sightseeing and visiting the zoo here in Denver. There are so many things here to enjoy in our own city if we would just take the time to go and see them.

Personnel



Ernest A. Sampson, manager medical services, right, received a service pin upon completing 35 years of service with the Rio Grande. John W. Lovett, director of personnel, makes the presentation.

Mary McEnany, oldest daughter of the Jim McEnanys, will graduate from Colorado University on the 24th of May. Mary majored in Pre-Med and will receive a degree in Psychology. She plans to enter Colorado University School of Medicine in September where she will work towards at M.D. degree.

Engineering Dept.

By Jeanne Gustafson

In answer to several inquiries concerning last month's news item, Bob Evans advises that his bicycle is still in the carton. He hasn't had time to look at it, let alone ride it. Wonder what projects at home are keeping Bob so occupied?????

They say that no news is good news, but for a reporter that's not so! It must be spring fever that's giving everyone that "ho-hum" feeling. Best wishes to all those who will soon be taking vacations. Maybe then this reporter will have something to report.

Communications

By Jim Chavies

Jack Halfacre resigned after 30 years with the Rio Grande. Sam Guy has taken the position held by Jack and Bob Grawey has taken Sam's old position.

Ron Jones is doing yard and house work while on vacation. Mike Fletcher spent his vacation in the Durango area with his wife's mother and father. They also did some mountain climbing.

Ed Trump and Harold Phillips have been replacing lines between Denver and Colorado Springs that were down due to the heavy snow in April.

System Freight Agency

By Charles Cutforth

Travelers included Dave and Ethelmae Greear who flew to the Hawaiian Islands; Bill Benson who journeyed to Salt Lake City to visit family and friends; the Ray Oakley family spent a week at their mountain cabin; and Mike Abbato motored to Salt Lake via Yellowstone Park.

Congratulations to SFA member, Rita Simonoff, on the birth of a lovely 8 lb. baby girl.

Thought: You can be sure you stayed too long at the party when you come home looking like the picture on your driver's license.

Revenue Accounting

By Walter Brooks

Jim and Ella Jamison used two weeks of their vacation for a tour of London, Paris, and Amsterdam. Jim writes that the Old Country is awe inspiring with its various old buildings and beautiful countryside.

Ethel Sussman was a visitor this past month, meeting with several of her friends. Ethel seems to be enjoying her retirement.

Dick Eggleston and wife, June, journeyed to the West Coast for a visit with relatives and mother. A short stop in Nevada was also on the agenda.

The snowstorm in April gave some of our workers a very bad time, especially those who live east of Denver.

Helper

By Dom Juliano

Best wishes for a speedy recovery are extended to Melvin Baughman who is in the Holy Cross Hospital, Salt Lake City. Melvin sustained serious injury in a motorcycle accident.

Good to have Big John Daskalos back after a 4-week vacation. John spent his vacation around home supervising his wife while she painted the fence and did other yard work. John sez as a painter, "she is an expert"

Happy Birthday to Richard Pagano. Richard said his birthday (April 6) fell on the same day as the birth of Christ. Richard, I think you have Easter and Christmas mixed up. Talk to Big John and he will explain it all to you.

Advance information given to this reporter by the captain of the Rio Grande Trap Shoot team is that it would participate in the College of Eastern Utah Trap Shoot and hoped to take first place, but what happened fellows? Read the paper over and over and failed to find your names in the winners column. Team members were Richard Pagano, Mike Zamantakis, George Zamantakis, Wayne Dimick and Bob Buffallow. Better luck next time.

Helen and Henie VanNatta motored to Provo to take their dog, Mitzi, to the Vet for a minor operation. Mitzi came through the operation fine but Henie is still recuperating.

Apologies to George Zamantakis for omitting the Rio Grande Bowling Team from the list of winners in the recent bowling tournament. Sorry, George, didn't think 6th place warranted a write-up. By the way, what did you do with that \$1.35 prize money?

Provo

By R. R. Rackle

The Pace Ranch has been in the family 100 years and Bob Pace, engineer, is planning a celebration to commemorate the occasion. The Ranch is located in Spanish Fork Canyon, east of Thistle. Date of the happy occasion will be announced later.

Two members of C. G. Brown family have been in the hospital, a daughter for surgery and his mother result of an illness.

Please to report the G. L. Watson, conductor, who was down with the flu is back to work. Franklin Shephard passed the word around that his wife is much better after a visit to the hospital.

Burnham Notes

By Bill Moeller

Pleased to report that Bill Petric, clerk, is improving. He has been hospitalized for several weeks. Hurry and get well, Bill, we are all pulling for you.

John Brugger, store helper, spent his vacation at Glenwood Springs and had a good time swimming.

John Ross' wife, Virginia, is home recuperating after a stay in the hospital. She is feeling better and hope she will continue to improve.

Dolly Fagler says it is nice to have the electricity back on after four days without it. She can now get warm and is hoping we don't have any more snowstorms like the one in April.

Diesel Shop

By Elmer Schaefer

A welcome is extended to Darwin Shelton as a helper in the sheet metal shop.

The William Gibsons motored to Santa Fe with a tent trailer. They visited a retired Air Force acquaintance at Tucson and visited all the interesting places on the West Coast. On the way they visited the Roy Shipmans at Salinas, Calif. Roy, a retired sheet metal worker, said the coffee pot is always on; just give a call when in the neighborhood and he will escort them to his estate. The sights of Las Vegas caught their eye, and on the way home they visited the Science Fair at the University of New Mexico.

Get well wishes are extended to F. S. Peterson, retired carman, who is in Porter's Hospital, and to Eddie Proctor, Jess Gordon, George Panagiopoulos and Gerard Zschöche who are on the sick list.

The Lester Grahams visited relatives at Green Valley, Arizona, and said the blooming desert was beautiful.

Pleased to report that I. M. Brink and Jay Chapman are back on the job after a bout with illness.

There are a few changes in the shops. Clarence Overton is a machinist helper on the night shift; Jimmy Blair is operating the large overhead crane; Dave Frank is a painter in the car shop; and Pete Kelly resigned to accept a job with Coor's in their diesel locomotive repair shop.

M. E. Edwards and wife journeyed to Long Beach visiting Disneyland, Knott's Berry Farm and a tour of the Queen Mary.

Had the pleasure of renewing acquaintances with the following retired shopmen: Nick Ruscio, Shorty Robinson, Ted Karpen, Art Herrick, Nathan Jones, Bob Carter, Amos Spicer, Bill Schultz, Frank Balacco, Harry Throckmorton, Lester Bennett, J. E. Newell, Louis Mudra, Dave "Woody" Woods and Phil Haubert.

Robert Barbeau and John Newell went on a fishing trip in the Carbondale area. The Jerry Cutshalls flew to Hawaii, and, railroad man that Jerry is, he couldn't resist a ride on the six-mile Lahue Kaanapali and Pacific Railroad. They had a wonderful time.

Congratulations to the Art Herricks who celebrated their 50th Wedding Anniversary on

March 19. Art, a retired boilermaker, is in the landscaping business.

Larry Brott, son-in-law of the Mark Edwards, bowled a 300 game at the American Bowling Congress at Long Beach, Calif. In addition to his prize money, he received a 300 ring. Good bowling, Larry.

Motor Way

By J. P. Walsh

Gunnison

Ben Eden, retired terminal manager, spent many of his days this past winter engaged in ice fishing on Blue Mesa Lake. He had very good luck most days. It was the first time for ice fishing and the only time since the lake was created that he has had any sort of luck on it. Ben was a long-time river fisherman and resident of Iola Valley, having had a resort and ranch there for many years. He was accompanied on most of his week-end trips by Nick Nixon, clerk, Wes Bailey's son, John, a senior in high school who recently pitched a no-hit, no-run game against Hotchkiss. He had 19 of 21 put-outs in the game, 17 by strikeouts.

Wes Bailey, dockman, was elected for a one-year term as Post Commander for the local American Legion Post 54. Everett Marsh, terminal manager, was re-elected for another term as Post Adjutant. In March he was elected to a one-year term as Adjutant for Legion District No. 11.

John Bailey was notified that he has been accepted for the Air Force Academy which he will enter some time in July.

Colorado Springs

Colorado Springs is celebrating its Centennial year and the town looks somewhat like 1872. All males have been asked to grow beards. Many magnificent specimens of foliage are now on display at the Motor Way terminal.

Montrose

Gary Pfander, Grand Junction, relieved Joe Crabb during his one-week absence. Gary is an antique collector, so hopefully all the odd and discarded furniture can be gathered in one heap at Grand Junction. He shipped a huge sofa and relic sewing machine out of Montrose.

Dirk Marsh of Las Vegas, Nevada, was a recent visitor. He is a brother of R. E. Marsh, terminal manager. Leonard Waring, safety supervisor, Denver, made a safety inspection of the Montrose dock and shop and compliance is being made of various safety requirements.

Fred L. Culver, retired dockman, is "living it up." He and his wife recently returned from a bus tour to Arizona and have tentative plans for a trip to Canada. Norm Way, assistant terminal manager, Grand Junction, will relieve Earl Marsh, terminal manager. Earl and his wife plan a May vacation in Las Vegas, Nevada.

Durango

Larry Trembley, cashier, became the proud father of an 8 lb. 4 oz. girl on March 12. It was the Trembley's first baby. Mother and daughter are doing fine.

Wes Messinger and Tel Walter, dockmen, participated in the Colorado State Bowling Tournament at Denver during the week-end of April 22-23. They are members of the Basin Bowling Team. Tilton Macy, rate clerk, made a recent trip to Greeley with his daughter, Pat. They visited Colorado State College Graduate School as Pat is thinking of earning a Master's degree there in the fall.

Homer Miller, dockman, spent several days in the hospital during March. He is now back on the job and doing great.

Denver

Les Fenwick, auditor of receipts, is expecting his son and family from Memphis for a visit with family and friends.

Ted Busch, checker on the Denver dock, retired April 28 after some 20 years of service. His fellow employees had a cake and coffee clutch to wish him well for the future.

Betty Estes, accounting dept., resigned April 28 to spend more time at home.

Helper Vets

By Dom Juliano

The Helper Vet's Club held its Annual Retirement Banquet for those who retired from here in 1971 at the Elks Lodge on April 23 at Price. There were 101 members in attendance to honor retirees Louis Wahl, Charles Needles, Olie Webb, Richard Haycock, Harry Hiatt and Ray Greener. Bill Wetmore was unable to attend.

A delicious meal was served and Mike Kanderis, Helper trainmaster, was the guest speaker.

A brief resume of the lives of the retired members was given by Ray Anderton and Ray Black. Entertainment was presented by the Senior Citizens. A delightful "Gay Nineties" revue was presented bringing back many memories of the past. Members of the revue were Henry Briest, Mr. and Mrs. Cliff Dyett, Ruby Willis, Martin McPhee and Ellen McFall.

Wish to thank Kathy Anderton, president of the Ladies Auxiliary, and all the ladies who helped make this affair a great success.

Salt Lake Vets

By F. C. Krauth

J. C. Cowley was elected as secretary-treasurer of the Salt Lake Vet's Club at a recent meeting of the board of directors. Cowley replaced Claude Argyle who resigned from that position. Members wishing information regarding club activities should contact Mr. Cowley at 2662 Park St. or by phone 466-2762.

A program of Events for 1972 has been issued to club members. One of the big events coming up very soon is Rio Grande Day to be held on June 24 at Saratoga Resort. The \$1.00 donation for this event will include the 25 cent entrance fee to the resort, rides, soft drinks, ice cream, cracker jacks and many fine prizes. Tickets must be obtained in advance. Officers and board members of the Vet's Club will have an ample supply of tickets.

Everyone come and support your hard-working officers and have an enjoyable time.

Denver Vets

By Foyle Troxel

A good crowd enjoyed the April potluck dinner. After the business meeting, Iva and Lee Andrews showed beautiful pictures of their boat trip on Lake Powell.

On April 29th, 76 members gathered at the Union Station dining room for a delicious roast beef dinner. Don Smith and his wife, Pee Wee, showed pictures of their train tour of Switzerland and the Alps. After seeing such beauty, everyone was ready to take the tour. It is understandable that the Denver Vets enjoy getting together and eating.

Alice and Jerry Cutshall have returned from a wonderful trip to Hawaii. Anna Duckworth visited her sister-in-law, Mercedes Reddington, at Houston. Gladys Watts missed the spring snowstorm while on a Caribbean cruise. Fern and Bill Hicks visited their daughter and family at Casper.

Wanda and Frank Marquiss left May 10 for the Ralph Edwards Fiesta at Truth or Consequences, New Mexico. Frank entered as a contestant in the "Fiddling Contest." They were also busy in April helping with the Colorado State Button Society's button show. Wanda won 1st place and Frank 3rd with the railroad button collection. Their collections are most interesting.

Myrtle and Frosty Layton returned to Denver the last of April after spending the winter in Phoenix.

While Beth and Don Sweet were visiting in Utah, a fire from a faulty furnace did a great deal of damage to the interior of their home.

Mary Kearin, widow of Walter, announced the marriage of her granddaughter, Katherine Marie, April 8 to Charles Robert Skovgard at St. Francis De Sales Church in Denver. The young couple will reside in Seattle, Wash.

John Schnieder suffered a heart attack on April 22 and had to spend several days in the hospital.

Ogden Vets

By Frank Burch

An election of officers of the Ogden Vet's Club was held at their business meeting on April 26. W. O. Furniss was re-elected president, W. O. Hamblin, vice president, and Lamar Hansen, secretary-treasurer. Merrill Stewart is the new member elected to the Board of Directors.

The Vet's Club wishes to thank all those who have relinquished positions with the club and wish the new officers success in the coming year.

Best wishes go with Frank Burch from the club who transferred to Geneva. Frank will be missed as he was very active in the Ogden club, and resigned as treasurer upon moving.

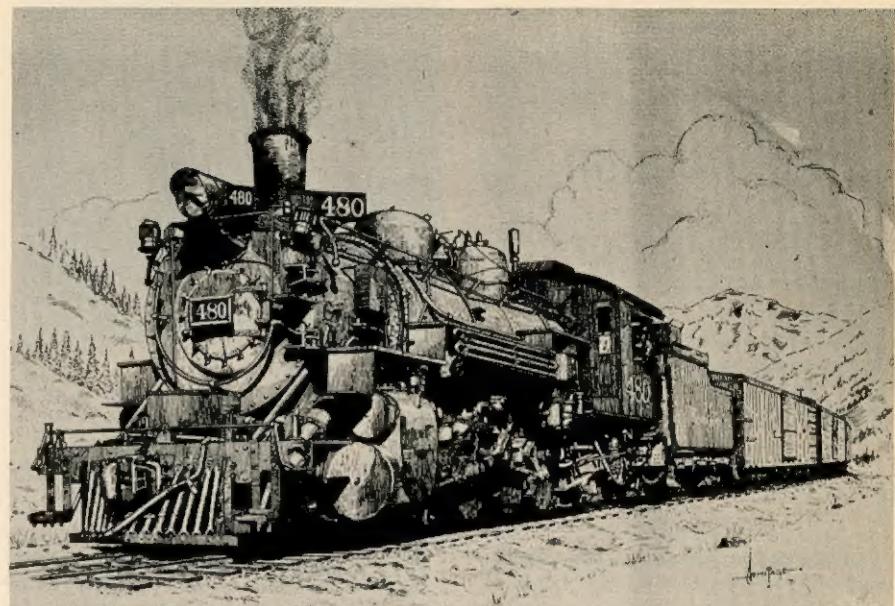
(Many thanks for your fine reporting for the Green Light—Ed.)

Two army officers were walking down the street. Every time they passed a private, the Major would return the salute and mutter, "The same to you."

"Why," inquired the other officer, "do you always say 'The same to you'?"

"I used to be a private myself once," replied the Major, "and I know what they are thinking."

Locomotive No. 480's Portrait



A 15½ x 20 inch locomotive portrait of a Rio Grande K-36 #480 has just been released by Al Armitage, well known railroad artist and modeler.

The 480 was one of the heavy duty locomotives used to haul freight over Cumbres Pass. The portrait done by pencil sketch is available at Caboose Hobbies, 601 15th St., Denver, Colo., 80202; Colorado Railroad Museum, P.O. Box 641, Golden, Colo., 80401; or direct from Armitage Railroad Prints, Box 655, La Mesa, Calif., 92041. Price is \$2.50.

Don't Pay the Butcher!

The high cost of living is the current topic for homemakers at home, on radio and television. A newly published "how to" guide to better eating has come across the desk in the office of the Green Light that

guarantees housewives can save at least 35¢ on their household meat bill. This new guide "DON'T PAY THE BUTCHER . . . For Cutting Your Steaks," was written and compiled by an internationally known food consultant and restaurant expert.

There are 30 photographs along with step-by-step text making it easy for an amateur to cut and slice a short loin of beef which contains all of the better cuts sold in the finest restaurants. From the Short Loin you get your New York cuts, Filet Mignon, Top Sirloin and Roasts, using only the tools available right in your kitchen.

The Publisher guarantees you must save at least four times the cost of the book on your very first try or your entire purchase price will be refunded.

Don't Pay the Butcher is available for only \$4.95 postpaid from NorSan Corp., P.O. Box 4321, Richmond, Va., 23224.

For the housewife who is willing to spend the time and save money by cutting her own meat, this is well worth the price. Could save enough for a new dress.

We Get Letters

The following was received from a rail fan in Utah. Sorry to say we were unable to supply the desired need in this case as all our locomotives are in use.

Rio Grande Railroad
Do you think that
you could sell me a train
engine?

It can't be over
60 dollars for the train
engine.

*If that isn't enuff
for a new one
maybe it would be
enuff for a wrecked
one.

Yours very truly
David A. Robertson
301 Fenton Ave.
Salt Lake City, S.D.U.S.

General Roadmaster Alberts Retires

Clarence Russell Alberts, better known as Charlie, retired April 1 after 35 years with the Rio Grande.

Charlie joined the Rio Grande as assistant foreman on the steel gang in March 1937. He worked with many men on the line as foreman of the extra gangs, section gangs, track patrolman and on Jan. 1, 1949, he was appointed roadmaster



CHARLIE ALBERTS, right, retiring general foreman at Grand Junction, receives best wishes from E. R. Moran, division trainmaster.

at Pueblo and later at Salt Lake City. In October 1959 he was appointed general roadmaster at Grand Junction where he remained and a position he held at the time of his retirement.

Charlie has seen many changes on the Rio Grande from the days of steam to the efficient diesel, to the heavier welded rail and the modern Rio Grande as it is known today. All the changes required a lot of know-how on his part.

Friends and co-workers in wishing him a long and happy retirement, presented him with a reclining easy chair equipped with a vibrator, a smoking stand for his enjoyment, and when all the kinks are vibrated away, a suitcase to get him moving again.

Many pleasant years of enjoyment are wished from all.



Green Light

The Grande People

By Ann Eckberg

Retirements

(Years of Service Shown)

Baker, Alvin O., Pueblo, Roadmaster, 35, March 1.

Carelli, Nick, Denver, Carman, 50, May 24, 1971.

Dishno, Leo A., Denver, Locomotive Engineer, 46, Feb. 1.

Harman, Lewis E., Denver, Stationary Engineer, 2, Feb. 1.

Hart, Evelyn E., Denver, Laborer-Store Dept., 15, March 11.

Henson, Hubert M., Pueblo, Clerk, 24, May 3, 1971.

Jones, Nathaniel, Denver, Mech. Laborer, 24, Sept. 18, 1971.

Kinzie, Chester V., Grand Junction, Locomotive engineer, 30, Jan. 24.

McCall, Gerald S. D., Denver, Division Trainmaster, 44, March 1.

Morford, Gerald, E., Grand Junction, Carman 28, Jan. 26, 1971.

Paris, Roscoe W., Kremmling, Signal Inspector, 30, Jan. 30.

Porter, William J., Salt Lake City, Conductor, 42, Feb. 18.

Spicer, Amos T., Denver, B&B Lead Carpenter, 43, Jan. 29.

Thomson, Gordon W., Ephraim, Section Laborer, 26, Dec. 21, 1970.

White, Orris H., Leadville, Agent, 43, March 1.

NARBW Meeting

The National Association of Railway Business Women will hold its May Dinner Meeting in the Blue Spruce Room of the Tiffin Inn, Wrtier's Manor, Colorado Blvd. and Valley Highway, Wednesday May 24, with a social hour at 5:30 and dinner at 6:30.

A group of young singers from Thomas Jefferson High School, McGregor's Beggars, will provide the entertainment following the business meeting. Reports will be heard from members who recently returned from the National Convention of the NARBW at Houston.

Marie Murray, of the Rio Grande, is president of the club.

Losses

(Age and Date of Death Shown)

Barnes, George W., Grand Junction, Conductor, 77, April 11.

De Guire, Railford G., San Francisco, Dist. Passenger Agent, 70, March 24.

Divisek, Frank O., Denver, Chief Claim Agent, 81, April 14.

Ewing, Ira W., Denver, Waiter-DCH, 88, March 1972.

Garber, George G., Clifton, Locomotive Carpenter, 89, April 18.

Gonzales, Raymundo, Denver, Mech. Laborer, 80, March 1972.

Greer, Samuel, Pueblo, Boilermaker, 71, April 20.

Hales, Mark S., Salt Lake City, Conductor, 62, April 19.

Law, Lida M., Leadville, Janitress, 79, March 15.

Marner, Robert R., Denver, Locomotive Engineer, 66, April 19.

Martinez, Castulo D., Salt Lake City, Mech. Laborer, 75, April 3.

Roice, Joe A., Grand Junction, Locomotive Engineer, 61, April 23.

Salatino, Charles P., Grand Junction, Section Foreman, 80, March 23.

Taylor, Clifford R., Los Angeles, Office Manager, 67, April 5.

Definition of a bigamist: A person who thinks the plural of spouse is spice.

Suggestions

Suggestions received for review and discussions.

16265	20638	31126
18436	20702	31158
20594	21431	31199
20636	30485	31269

The following suggestions were received and for various reasons not adopted:

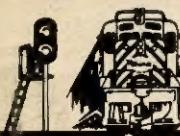
19668	20637	32992
19980	31269	32993

Last month's winners were Joseph M. Aiello, clerk, Roper; Pete G. Kelly, Jr., machinist, Burnham; and Ellis E. Hayes, switchman, Denver.

RECENT APPOINTMENTS

J. Arcieri, Assistant Roadmaster	Grand Junction
J. C. Fries, Data Processing Supervisor	North Yard
R. P. Green, District Representative	Detroit
R. A. Hansen, District Manager	Sacramento
D. J. Leffingwell, District Manager	Detroit
C. R. Marelli, Office Manager	Eugene
J. J. Martin, National Accounts Executive	Denver
W. P. Menard, Regional Manager	Cincinnati
C. E. Mills, Regional Manager	San Francisco
C. R. Peterson, District Representative	Portland
L. J. Poelstra, District Manager	Oakland
R. E. Port, Regional Manager	Sacramento
A. L. Thiessen, District Manager	Portland
R. J. Zeller, Office Manager	Detroit

Eleven



Green Light

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